Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

July 1979

Becoming Acquainted

Whenever a new commander is assigned to an organization the people who make up that organization are interested in learning something about him. The same can be said for the new commander. He needs to become acquainted with those he will be working with, to learn as much as he can about their skills and performance, their attitudes and their problems.

One thing I can assure you is that I do not intend to use a "new broom" approach, or to start changing policies and programs to suit any particular idea of how things should be done.

Right now I have a lot of learning to do.

As a Navy man who has held a number of positions in varied functional areas, I long ago realized that few things in life are learned in a week, or even a month. That's especially true of the art of managing people, assets, or a business.

It has been said that all leaders must keep on learning, must have an open mind, must be receptive to new ideas and willing to take those actions that are necessary to get the job done.

I think that advice applies to each of us in MSC, no matter what our position.

Most of us make a good start when we take a new job, but sometimes we get fat and happy — figuratively speaking—and stop learning.

Each of us probably can remember starting our own career. We knocked ourselves out to learn more about our job or chosen field. We read books, subscribed to trade publications, talked with those with whom we worked, and thought about lessons learned each night so we could apply them on the job the next day.

In a sense, that's my position as the eleventh MSC commander. I must learn as much as I can about MSC—and the people who are a part of it. And, when I consider that MSC will be observing its 30th anniversary later this year, I realize that I have a lot of history and a great deal of information to add to my own memory bank.

Vice Adm. John D. Johnson has given me a thorough briefing. He has told me how much he has been impressed by the professional mariners who make up MSC's 4,000-man seagoing work force. He also lauded the dedication and professionalism of those who fill ashore jobs and the naval reservists who are part of the MSC team. He briefed me as well on the significant contributions of those who manage and man contractor operated ships and other ships MSC charters from private owners. He has been equally laudatory in his comments about the maritime management-labor team.

There are, of course, areas of concern that we must continue to deal with. Among them are our relationships with the shippers we serve, with the other transportation operating agencies and with maritime labor and management.

It appears that there is a growing emphasis on the need to strengthen overall transportation management—as well as our contingency capabilities.

It is also evident that much effort already has been put forth to improve command working conditions and to assure that benefits available to MSC seagoing employees are as nearly comparable to those in industry as we can make them.

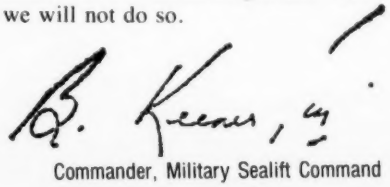
As you know, however, all facets of federal employment are established and controlled by statute and Presidential directives. To the extent that existing laws or directives may impose inequity on our people—military or civilian—I intend to continue Admiral Johnson's efforts to bring about changes we can support and which are deemed necessary. However, I would hope that you realize that my efforts in your behalf must be exerted within the framework of administrative and legislative process.

While I can recommend changes to the existing policy, I have an obligation to support policy once it has been established or reaffirmed, just as I have a responsibility to support our command and the needs of its individual members.

By working together, we can continue to make progress toward resolution of existing problems and the continued development of the transportation and non-transportation systems we operate and manage.

One way we can do that is by assuring a free flow of information within the command and with our many friends in industry or other agencies. All of us must keep abreast of what is going on. We must know what other people are doing and what needs to be done. I solicit your support in that effort and assure you that I will continue to encourage effective dialogue.

We simply cannot afford to lose ground already gained. I know we will not do so.



Commander, Military Sealift Command

COVER: Ten years ago this month Apollo 11 put the first man on the moon with the help of MSC ship crews. See story on page 12.

Rear Adm. Bruce Keener, III
Commander, Military Sealift Command

Larry C. Manning
Legislative and Public Affairs Officer

Louis R. Granger
Public Affairs Officer

Arthur Mullins
Art Director

Russ Egnor
Photo

Martin Gershen
Contributing Writer

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXIX No. 7 Washington, D.C. July 1979

Features:

Mayport

An MSC representative services oilers and tugs at Mayport, Fla.

page 4

Gold Mine

Naval reservists are called for various duties, but this task may be a first, and last.

page 6

Army Ship

The biggest ship in the Army's navy is the Sutton.

page 18

Also:

Women At Sea — 8

Moon Flight — 12

40 Years Service — 22

Sealift, monthly magazine of the U.S. Navy's Military Sealift Command, is published in accordance with Department of the Navy Publications and Printing Regulations (NAVEXOS P-35). Opinions expressed are not necessarily those of the Navy Department. All original material may be reprinted providing credit is given Sealift. Address all correspondence to Legislative and Public Affairs Office, Military Sealift Command, Department of the Navy, Washington, D.C. 20390. Price 75 cents (single copy). Subscription price, $8.20 per year, $2.05 additional for foreign mailing. Also for sale by Superintendent of Documents. U.S. Government Printing Office, Washington, D.C. 20402.

MSC Moves In At Mayport

By Martin Gershen

Mayport Naval Station, well known for the two mammoth aircraft carriers based there, also is home for a single MSC representative servicing MSC fleet oilers and seagoing tugs.

MSC vessels that regularly call at Mayport are the oilers Mississinewa, Waccamaw, Pawcatuck and Marias, and the fleet tugs, Mosopelea and Atakapa.

New fleet tugs to be assigned to MSC, Atlantic also are expected to frequently use the northern Florida naval station.

Spread over more than 3,000 acres, Mayport has more than tripled in size since December 1942 when it became a Navy base.

Located just 18 miles from downtown Jacksonville, the base currently is home port to the Navy carriers Saratoga and Forrestal, the guided missile cruiser USS Dale and 15 ships of Destroyer Squadron 12. It also hosts MSC ships and other vessels.

Although MSC did not come to Mayport until October 1977, you might say the Naval Station can trace its history as a replenishment base back to the 16th century.

At that time a small French squadron of ships anchored at the mouth of the St. James River while an envoy went to a small Indian village to ask for supplies.

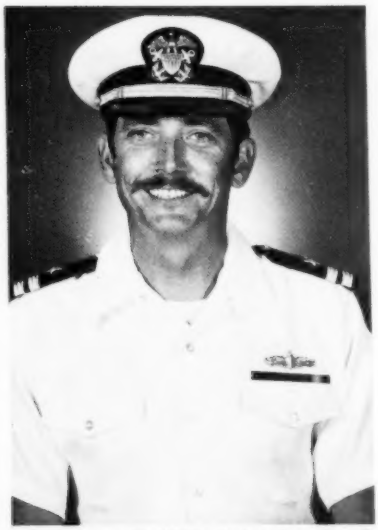
Arrangements for replenishment were made that same day, setting a tradition for speed still followed by MSC. The next morning the squadron sailed into the bay that since then has seen the flags of Spain, England, the United States, even Russia, flying from the mastheads of men of war and their supply ships.

During the Civil War, a Confederate company from Jacksonville was based at Mayport.

Russian sailors came to Mayport shortly after World War II began when U.S. ships were leased to the Soviet Union. That was before the United States was directly involved.

The first MSC billet in Mayport was filled in November 1977 by SK 3 William Small, normally stationed at the MSC office, Port Canaveral—

The carriers Saratoga (left) and Forrestal are docked at Mayport.



Lt. James G. Mills is in charge of the Mayport office.

Storekeeper Third Class William Small in the Mayport office.

at Patrick Air Force Base.

The MSC presence in Mayport is limited to one room in Building 24. It is manned only when an MSC ship is in port.

Small, who has been with MSC for 18 months, alternates visits to Mayport with SK 3 James Klabunde.

The first officer in charge at Mayport was Lt. John Gordon, normally executive officer of the Port Canaveral office. Jack Payne, the MSC supply officer at Patrick, was acting officer in charge at Mayport until Gordon's arrival in May 1978. Gordon was succeeded by Lt. James G. Mills.

Lt. Gordon said there is no real need to keep anyone there permanently.

"I go to Mayport on the arrival or departure of a ship or when a fleet oiler goes to the naval fuel depot," Gordon said. "I need to be on the scene in case of an oil spill or other accident," he explained.

"Once a ship is on berth and has no movement requirements, I send a storekeeper up to take care of normal resupply. We call it babysitting the ships."

"We provide or arrange for whatever a ship's crew needs, supplies, food, fuel," Small said. "We work with the captain, chief engineer and first mate and meet the ship with mail, movies and vehicles. If anything is requested we take care of it," he said.

Small, who has been in the Navy five years is an Army brat from Baltimore. He lives with his wife Reita at Patrick Air Force Base. ⚓

Want a Gold Mine Inspected? Call On Alaska Reservists

Story and photos by
Lt. Grant Petersen

Since the U.S. Naval Reserve began 63 years ago its members have been called on in peace and war to perform a wide variety of duties. One that may stand alone, now and forevermore, occurred recently, not aboard a ship or at a naval base, but in Alaska's Talkeetna Mountains—an inventory of an old gold mine.

As a public service project and at the request of the Alaska Division of Parks, a 14-member inventory team was put together from "A" Division, Naval Control of Shipping Organization 322 and Volunteer Training Unit 2211. Both are based at the Naval Reserve Facility on Elemendorf Air Force Base, Anchorage.

Deep snow and deeper drifts required that team members be outfitted with snow shoes and skis. Although they faced a wind chill factor of zero to minus 10 degrees Fahrenheit, heavy clothing prevented any frostbite. Even so, they invited a medical corpsman to join them.

Headed by Cmdr. Robert A. Mitchell, an historical architect, and Lt. William S. Hanable, chief of the Alaska Office of History and Archaeology, the team evaluated the condition of mine buildings and inventoried their contents.

Located approximately 60 miles northwest of Anchorage in Hatcher Pass, the 3,000-acre area may be bought by the state for an historical and educational site after restoration is completed. Results of the reservists inventory and survey are being used in considering whether to purchase all or part of the mine.

Warning sign has been only partly successful in protecting mine.

Discovered by two Japanese prospectors in the early 1900s, about the time the Klondike gold rush was winding down, the area first was named the Eldorado Claim. It later became part of the Independence Mine and the center of one of the state's largest industrial activities.

By the mid-1930s, the Wasilla Mining Co. had established a large mining operation and in 1936 it was renamed the Alaska Pacific Consolidated Mining Co. Alaska Pacific then had more than 300 workers mining claims in a 3,000-acre area.

In 1942, just before the mine was closed because of World War II, Alaska Pacific's gold production exceeded 150,000 ounces—valued at $5.25 million or $35 an ounce. On today's market it would bring about $30 million.

The mine was reopened in 1948 but was shut down for the last time two years later due to rising costs and the $35 an ounce ceiling on gold. The company did abandon the mine hoping that when the price restriction was lifted it could resume operations.

But when the price zoomed upward, inflation also had to be considered. Combined with a multimillion-dollar reconstruction estimate, higher operating costs made reopening of the Independence Mine not economically feasible.

Despite the relatively short time the mine was closed, since 1950, several factors have combined to produce a rapid deterioration of the buildings. Weather and people contributed most.

Although their severity is often exaggerated, Alaska's winters have left their mark on the Independence Mine facility. A number of structures have collapsed. Others are sagging and near-collapse. Many gave way under the weight of several feet of snow and ice that accumulate each year in the Talkeetna Mountains and Hatcher Pass.

Each winter's snowfall results in a cumulative destructive effect. Relief from the crushing weight is short-lived since snow remains in the area to mid-summer and returns in early fall.

Additional damage is caused by high winds that blow unchecked by trees that cannot survive in the area. Summer rains pouring through leaking or fallen roofs also cause damage.

The accessibility of the mine also takes its toll. The road to the mine is open year-round and the area is heavily used by local residents as well as visitors from Anchorage, the state's largest city. Despite "Danger" and "Keep Out" signs

posted throughout the site, souvenir hunting and vandalism have had their inevitable impact.

The team concluded that the most logical alternatives would be to turn the mine into a tourist attraction or an education-historical site, a "laboratory" for study and documentation of gold mining in south central Alaska.

Other team members were 2nd Class Electrician Robert Schwab; 3rd Class Aviation Warfare Operator Ray Woodson, a construction worker; 3rd Class Engineman Thomas Wellington, a deisel engine mechanic; Chief Enginemen Larry DeBroeck and Harold Kuehl, and Chief Draftsman Alan Lively.

Also, 1st Class Boiler Technician James Somerville, 1st Class Instrumentman Wayne Sweet; 1st Class Machinery Repairman Jack Stewart; 1st Class Storekeeper Gale Bauerschmidt; 3rd Class Engineman Duane Scott, and Airman Geza Budai.

Third Class Hospital Corpsman Gary Petersen, a member of Medical Unit 2201, provided backup. ⚓

This bunkhouse once was living quarters for 100 to 150 mine workers. Since the mine closed skiers have used the building as an overnight shelter.

Chief Petty Officer Alan Lively completes inspection of bunkhouse foundation.

With the Talkeetna Mountains rising in the background, the Independence gold mine appears forlorn. Once gold ore was crushed, graded and sampled in the crusher building (upper right). Living quarters (lower left) are drooping. Warehouse is center.

Seawomen: A New Breed

Why do women go to sea?

Probably for the same reasons men do. Adventure, excitement, broken romances, money or sheer boredom.

Take Phoebe Morse, 25, of Salem, Mass. who has been aboard USNS Range Sentinel since July 1978.

Phoebe, who sails as a yeoman-storekeeper for the engine and deck departments, went to sea because she was in love with a young man who had just graduated from Maine Maritime Academy.

"We wanted to get on a ship together. But somehow he ended up on a passenger liner in California and I wound up on the Range Sentinel.

"I liked it here and I didn't want to leave. This aggravated him and he got possessive and our romance broke up. And that's how my sea life started," Phoebe says with a smile.

Jane Costa, 24, of Brooklyn N.Y., went to sea because she got bored. She worked for several companies in New York as a statistical typist for computers but didn't like it.

"I was bored going to work every day on crowded trains and doing the same thing all the time. I wanted to go to sea and be a sailor," she said.

So Jane joined the Navy but was only in two weeks, when she was given an honorable discharge.

Jane, who said she always attended Sunday mass, missed it for the first time in her life when she reported to a naval base.

"I didn't want to miss it two Sundays in a row," she recalls. So she and a group of girls went to mass. She neglected to sign out. When this came to the attention of officials, Jane said the Navy decided she was homesick and gave her a discharge.

"I was looking for a job when I saw an ad for a yeoman-storekeeper. It required someone with secretarial experience who could type 35 words a minute. I applied."

She was hired and assigned to Range Sentinel.

Jane loves her job. She has her own room because she has the equivalent rank of a Navy chief petty officer.

"The guys kid me and I take it seriously," she says. But she expects to adjust to being a seawoman.

Kathleen Graziano, 21, of Rome N.Y. joined USNS Redstone as a deck yeoman-storekeeper in March 1979.

Although she is a brand new seafarer, she too loves it.

Graziano, whose friends call her Rocky, said she wanted to go to sea to see the world.

"I always wanted to go to Europe and I'm fascinated by historical places," she says. Rocky heard about MSC through her mother's friend.

"Now my mother wishes she had gone instead," Rocky says.

Phoebe, like the other girls, has no problems aboard ship because of her sex. She does have to share a bathroom and shower with the ship's chief electrician, a male. But she sees that as no problem.

"One day I locked myself into the shower and I had to bang on his door until he came and let me out," she recalls with a smile. "But there are no problems," she adds matter-of-factly.

Perhaps Phoebe best expresses the thinking of many girls who go to sea as a career.

"For a young person, the money is good and so are the chances of advancement if you take advantage of the learning opportunities," she said.

"I want to stay at sea and get more involved in working on deck.

"Eventually, I guess I would like to become a purser. But actually I would rather be a mate, because I like to be outside and I don't care much for paperwork," she said.

Morse, however, thinks it will be somewhat difficult to become a mate for the time being.

"I would have to start as an ordinary seaman. That means there would have to be another girl ordinary seaman so we could share a stateroom."

And that seems to be the greatest hangup. MSC, as an equal opportunity employer in both spirit and fact, is willing to hire women as long as they can handle the work. However, living areas in most cargo ships and tankers were built to accommodate all male crews and like the Ark it works best if female mariners come aboard in pairs.

On scientific support ships, however, living accommodations are available for women—and women often are part of the technical crews or are scientists.

With women now encouraged to leave their few but traditional shipboard roles as waitresses or stewardesses, new opportunities are on the horizon for Rebecca Roman and

Continued

Yeoman-storekeeper Jane Costa takes frozen meat from freezer aboard USNS Range Sentinel.

Kathleen (Rocky) Graziano is a yeoman-storekeeper on USNS Redstone.

Seawomen

Continued

Anna Maria Hernandez, a pair of women who now sail as mess attendants aboard Redstone.

Miss Hernandez is a waitress for the 70 technicians aboard this scientific research ship which, like Range Sentinel, gathers data on the performance of submarine launched fleet ballistic missiles. Miss Roman serves in the officers' mess.

Both would like to become engineers one day and such a dream is no longer unrealistic.

Miss Hernandez, a member of the National Maritime Union, has been sailing on and off for 12 years as a first class waitress aboard Moore McCormick and American Export Lines.

In 1974, she recalled, "we went to court to make them (shipping companies) take women on breakbulk and container ships."

Now, she said, the National Maritime Union offers women the opportunity to work in the deck and engine departments.

"I want to become a third engineer, to be an officer," she said. "I don't like the deck department. They always work in the sun and the heat."

Miss Roman is a comparative newcomer to the sea. Redstone, which she joined in October 1978, is her first ship.

She had always wanted to go to sea but as a married woman couldn't. Now after two divorces, she has gone back to her first love.

"The ship is my third marriage," she said.

"I like the money I earn and I love the sea. To work at sea is a wonderful opportunity for women. Life is so different at sea, so peaceful," she said.

Miss Roman doesn't want to be a waitress forever.

"I want to be in the engine room. That's where the money is. I would like to start as a wiper and work my way up," she said. ⚓ MG

Anna Maria Hernandez relaxes in the Redstone lounge.

Rebecca Roman serves coffee.

Yeoman-storekeeper Phoebe Morse has a ready smile for a visitor aboard the Range Sentinel.

To the Moon With MSC

By Martin Gershen

Time flies—even faster than spacecraft—and that's why the 10th anniversary of America's flight to the moon is upon us.

It was just a decade ago, on July 16, that man's most ambitious project got under way.

Called Apollo 11, the project placed men on the moon. But its significance was greater than the lunar travel involved and the ultimate conquest of space.

It marked the start of interstellar travel, inaugurating a new period in the history of man, a period when transportation in space may well be as routine as an ocean voyage. Indeed, the high seas played an integral part in the Apollo 11 project.

Most people know that Navy ships

Apollo astronauts (left to right) Armstrong, Collins and Aldrin smile through a window in a quarantine room aboard USS Hornet.

were deployed to pick up the three astronauts on their return to this planet.

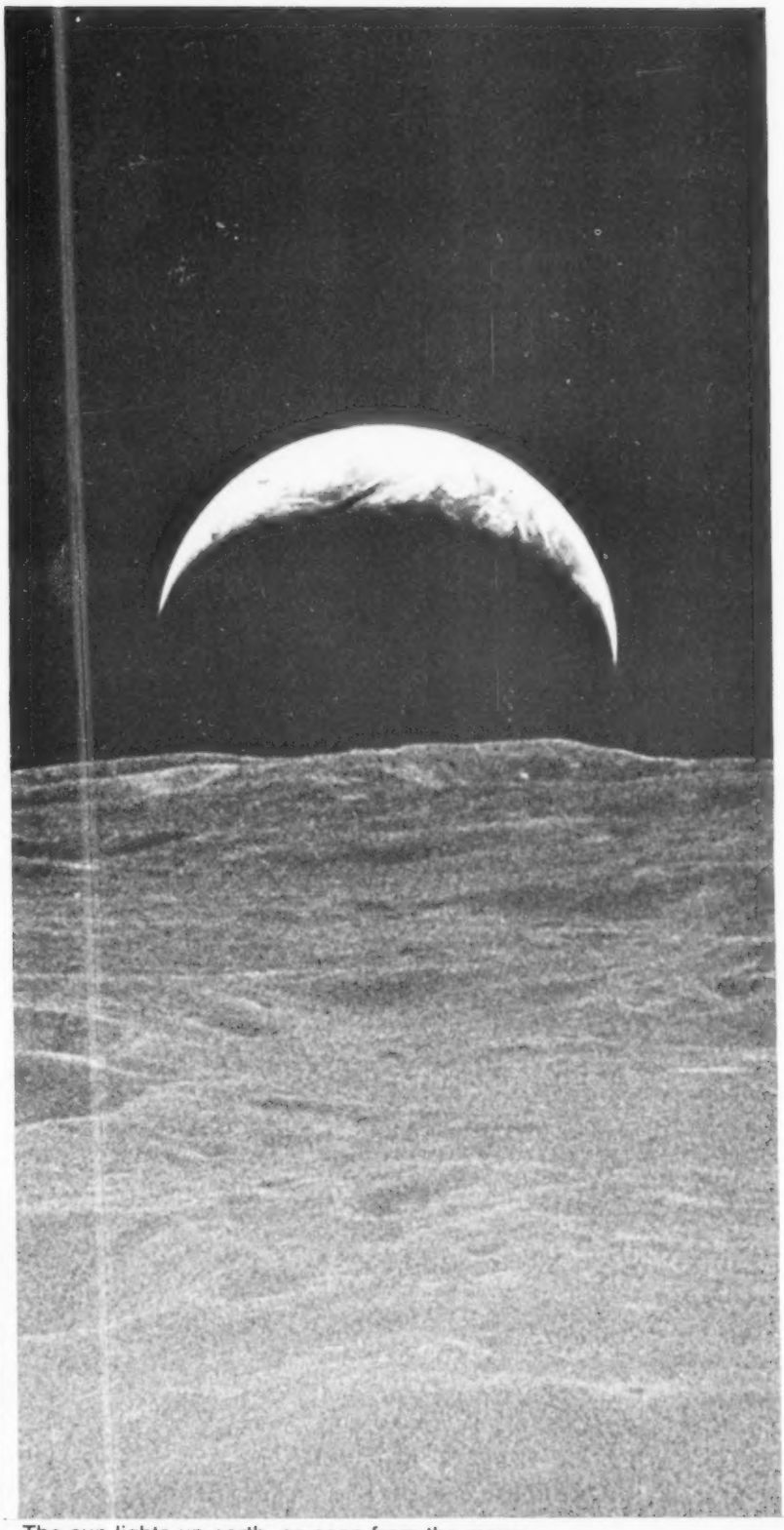
And it is fairly common knowledge that the astronaut commander, Neil A. Armstrong, had been a Navy pilot in Korea with 78 combat missions to his credit.

Not as well known, perhaps is the important role MSC played with its four Apollo instrumentation ships, USNS Vanguard, Redstone, Mercury and Huntsville.

With three quarters of the earth's surface covered by seas and oceans, the four ships were needed to maintain communications with the astronauts when land stations could not reach them.

Vanguard, which like the Red-

Continued



The sun lights up earth, as seen from the moon.

To the Moon

Continued

stone and Mercury had once been a T-2 tanker, played a critical role during the July 16 launch.

The ship was positioned about 1,000 miles east south east of Bermuda, recalled Otto W. Thiele a former merchant marine and naval officer, who was the NASA director aboard Vanguard.

"There was this critical moment—you might call it the point of no return—as the spacecraft passed over the Vanguard," he recalled.

"We had all the tracking information, its position, velocity, voice communication. And we had full capability to command certain functions to be performed on board the space vehicle," he said.

If there was anything wrong, Vanguard would relay orders to abort the mission. And, if the mission was aborted, the Vanguard would be the recovery vessel, plucking from the sea Armstrong and his fellow astronauts, Col. Edwin E. Aldrin and Lt. Col. Michael Collins, both of the Air Force.

Since everything was A-OK, however, Apollo 11 was ordered into earth orbit above the Vanguard.

The Redstone, Mercury and Huntsville were deployed in the Pacific.

One mission of the Redstone and the Mercury was "injection," taking the spacecraft out of earth orbit and placing it on a path towards the moon, Thiele recalled.

The two ships and the Huntsville, an old Victory ship, also were charged with maintaining communication with the spacecraft and tracking it on reentry.

Originally, it was believed the Apollo 11 spacecraft would land in the Pacific somewhere in an area 2,000 to 3,000 miles long and couple of hundred miles wide, Thiele said.

The Redstone, Mercury and Huntsville were to keep in communication with the spacecraft and to report its position when it dropped to the sea.

That proved unnecessary when scientists were able to predict its

USNS Redstone technicians maintained voice contact with the Apollo spacecraft.

landing within a mile of the target, Thiele said.

Anthony Guizeraga, who was chief engineer aboard the Vanguard, recalled the feelings of the entire crew regarding their role in the historic operation.

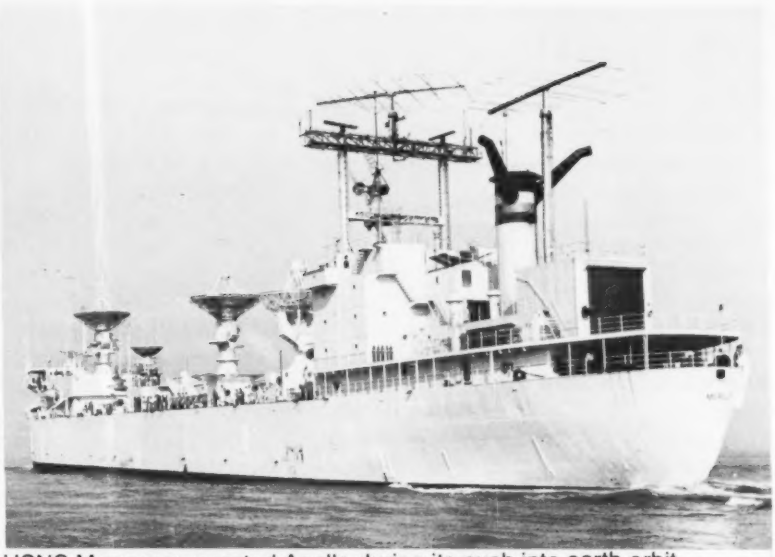
"Everybody was excited, the crew, the NASA people, the technicians," recalled Guizeraga, now chief engineer aboard USNS Range Sentinel.

"Our primary job was earth and we tracked the spacecraft throughout its orbit of earth," he said.

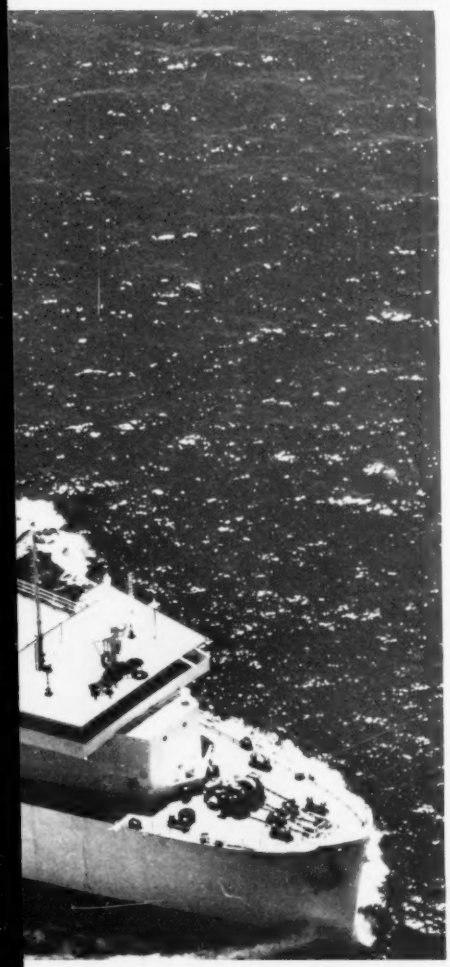
"And we surveyed the bottom of the ocean so we knew exactly where we were. We had an exact point on earth to work from," he said.

"The space vehicle was going

Continued



USNS Mercury supported Apollo during its push into earth orbit.



Technicians tend a battery of communication and control equipment aboard USNS Mercury—in 1968.

To the Moon
Continued

18,000 or 19,000 miles an hour and we only had minutes to track it. So we had to know exactly where we were," he explained.

Guizeraga, who was aboard Vanguard for 10 years, said he and his shipmates were cited several times by NASA for their work.

"The ship never had any problems. We supported the program 100 per cent, never failed once," he said proudly.

Timothy Donahue, who was third assistant engineer on Vanguard at the time of the Apollo 11 launch, also recalled the excitement of that historic period.

"We had prepared for it a long time and we were glad everything went off well," he recalled.

But, he added, "while there was excitement nobody was jumping around. As far as we were concerned in the engine room, one shot was pretty much like another," recalled the veteran of many NASA launchings and now first assistant engineer aboard Range Sentinel.

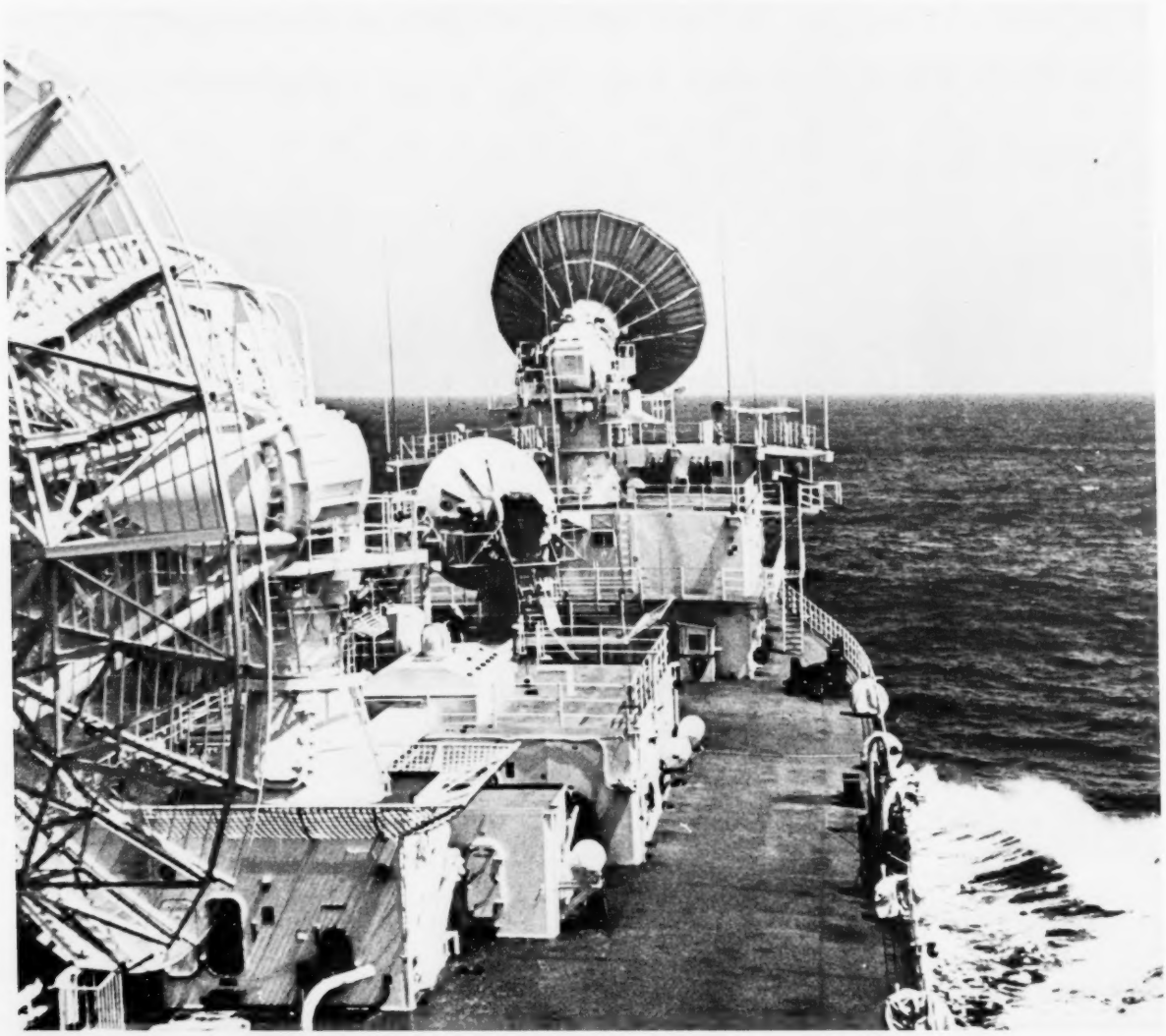
"We were at our stations in the engine room so we couldn't see anything," he explained.

But, for all hands aboard the four MSC ships, the trip to the moon was nearly as satisfying as it was for the astronauts.

Yet, with all the science and technology and knowledge on earth mustered for this voyage into space, man still had to call on the experience and skill of one of the first explorers in our history—the seafarer—to help make a voyage through space a success.

On July 20, 1969, Armstrong became the first earthling to walk on the moon. "That's one small step for man, one giant leap for mankind," he told the world.

Having good sea legs surely must have helped. ⚓



USNS Vanguard plows through the Atlantic Ocean with its "ears" tuned to Apollo.

An Apollo 11 astronaut is hoisted into a helicopter just after splashdown southwest of Hawaii.

MV Sutton Is Tops In the Army's Navy

The Army has a navy and its biggest soldier-manned ship is the Motor Vessel (MV) Gen. William J. Sutton, operated by the 11th Transportation Battalion, 7th Transportation Group (Terminal) out of Ft. Eustis, Va.

Ironically, its skipper is a former Navy enlisted man, Army Chief Warrant Officer John J. Egan, 37, of Waterbury, Conn. His crew includes both a first mate and a first sergeant.

All mates and engineers aboard Sutton are Army warrant officers, several of them "shanghaied" from the Navy.

Six women are among its crew of 52. Three are ordinary seamen, or seawomen. Two are cooks and one is a wiper.

The term for seamen or deckhands on the Gen. Sutton is deckies. It is not clear whether the women or the Army coined that word.

Everybody who works in the engine room is known as an engineer and the leader of all unlicensed personnel in the engine room is known as the bull oiler. He is like a boatswain on deck.

The Sutton is a cargo ship—but it doesn't deliver any real cargo.

It carries 12 stevedores as passengers. They're all in the Army, members of the 155th Transportation Co., and their job is to train Army reservists to be stevedores.

To do it, the ship goes to such ports as New Orleans; Mobile, Ala.; Mayport, Fla.; Sunny Point, N.C.; Bridgeport, Conn.; Philadelphia, and Baltimore.

It has carried cargo to Panama and there is talk of using the Sutton as a cargo ship between the East Coast and the Azores. It formerly was manned by merchant seamen but the Army took it over in 1975.

Is it unusual for the Army to have a navy?

Egan doesn't think so. When he was a harbor master and tugboat skipper in the Azores, "the Army ran the port, the Air Force ran the base and the Navy took care of the planes," he said.

Seems that the services are being cross trained.

Egan joined the Navy in 1961 and served on tugs and submarines for 5½ years. He left as a quartermaster second class to join the Army as a warrant officer in its burgeoning sea service.

"The Army was building up for Vietnam and it had job openings for vessel masters," Egan said.

After six months of schooling, Egan was sent to Vietnam where he was a skipper on 65-foot tugs and 180-foot tankers. The crews were half South Vietnamese and half GIs.

"We ran the tankers on the delta, resupplying chopper sites and mobile Marine Corps units," he said.

He and his tugboat crew each received a bronze star for one all-night fire fight, after the Viet Cong set a fuel depot afire with rockets.

"We were sent to put out the fire. We were between the rockets and the burning fuel, silhouetted against the fire. Oil drums were exploding everywhere and a couple of my men were wounded," he recalled.

Egan returned for a second tour in South Vietnam in 1970–71. This time he was stationed in Qui Nhon as a pilot and this is when he was introduced to Military Sealift Command.

"I docked and undocked 600 ships. MSC, Lykes, Sealand's Sims and Beauregard. I remember the Geiger and the Upshur and the Comet," he said.

Egan's acquaintanceship with MSC was renewed at the other end of the world when he was assigned to the Azores as a harbor master and tugboat skipper.

"Capt. Leyman W. Couch, master of the USNS Hayes, was a good friend of mine. He died at sea in 1977," Egan remembered.

Egan has had no problems with women seamen aboard ship.

"They do the same work as everybody else. They haul in lines, they chip and they paint.

"We even have tugs with all girl crews," he added.

Sue Eddings, 20, an E2 from Grass Valley, Calif. actually joined the Army because she wanted to be in the seagoing Navy.

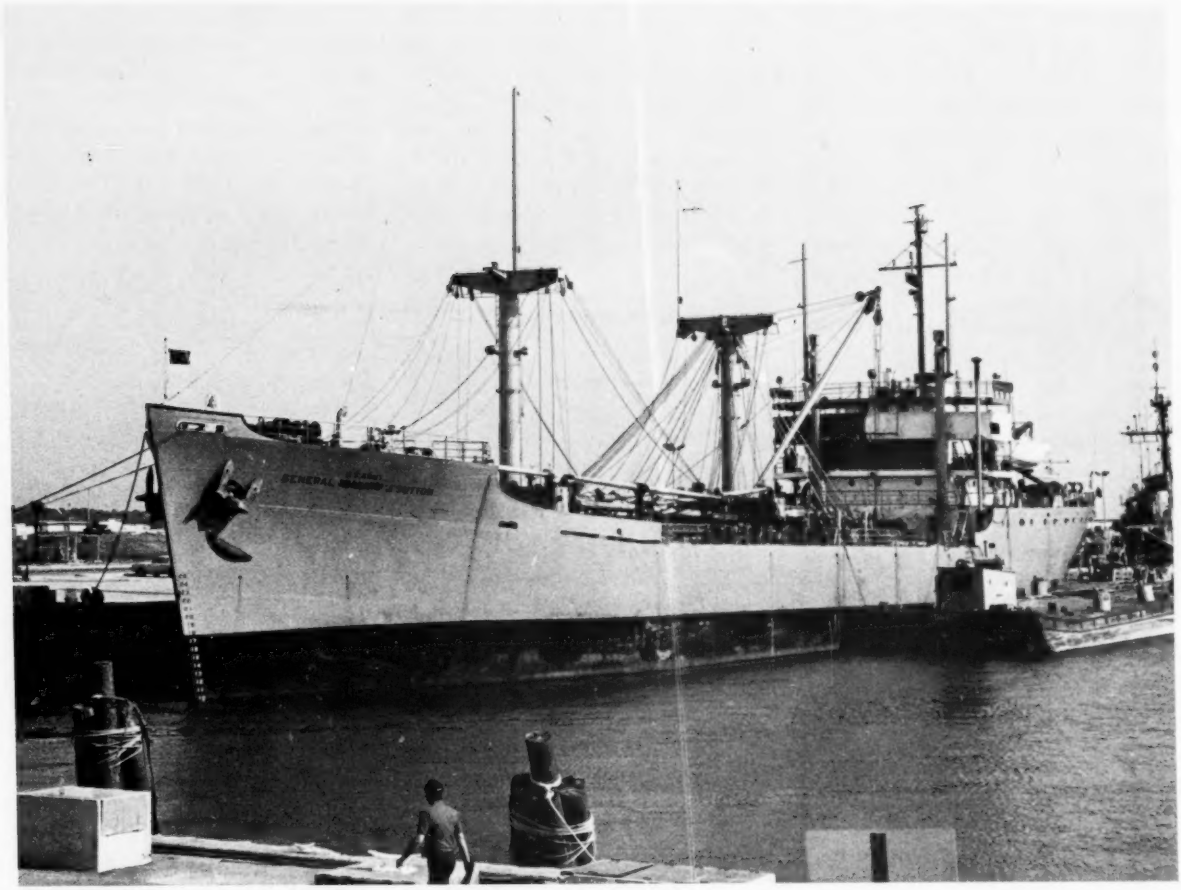
"A lot of my family had been in the Navy. My father was a chief petty officer in World War II on a destroyer that was sunk. He liked the service.

"I asked the Navy how long it would take to put a woman on a ship. They said a year. I asked the Army. They said six months. So I went with the Army," Sue said.

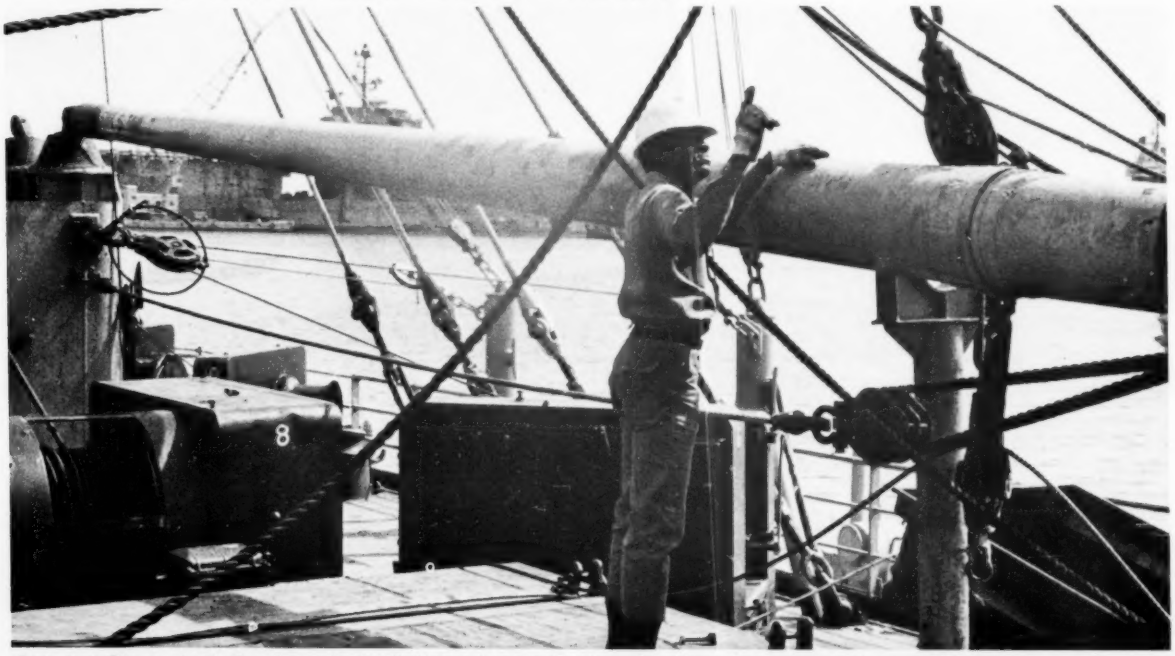
Her first vessel was a tugboat, where she met Steven Eddings, now her husband.

She was transferred to the Sutton but her husband still is aboard a tugboat. He is seeking a transfer to the Sutton.

Continued



The Army's largest ship, the Sutton, is used to train stevedores.



Sgt. 1st Class Jack Durden, Jr. is Sutton's junior third mate. Here he secures lowered boom.

MV Sutton

Continued

"We're teased aboard ship. But I feel sorry for the guys. They have it worse. 'You have to work with women,' they're told," Sue said.

"But we get along. Everybody has accepted the fact that women will be on boats and there ain't nothing they can do about it," she said with a smile.

Claire Metzler, 24, of Baltimore, an E3 and Sue's cabin mate, is also a woman deckhand on the Sutton.

She too became a soldier to be a sailor.

"I like the water and I checked all the services before enlisting. I found the Navy was last on the list when it comes to promotion of women, while the Army gives me the best chance when it comes to education."

But, conceded Claire, she never knew the Army had a ship as big as the Sutton. She found out about it only because she was stationed at Ft. Eustis.

"I love the work and I'll stay in the Army 20 years. But I'd like to go into broadcasting for the Army. I have an associate degree in broadcasting," she said.

Crew members, including the women, generally agree that female seamen aren't treated differently from men. However, there are some things they can't do physically.

Kim Heers, of Denver, Colo., readily tells you she has difficulty carrying five gallon cans of paint.

The daughter of a Marine Corps warrant officer, Kim plans to make the sea her Army career. She loves going aloft in a bos'n's chair and standing wheel watches.

"I'd like to be a warrant officer someday. And, if I can make it, I would like to be the captain of a ship," she said.

"We have to pull our own weight," added Claire, who noted that she and Sue have difficulty lifting the hawser.

"There's no way we can lift them," she said. "But Sue will grease the winches and I'll clean out the fo'c'sle and paint it real good."

It seems as if all the girls want to be seamen.

Lisa Jackson, 20, of Smithfield, R.I., joined the Army as a cook. She was assigned to an Army base when she was asked if she wanted to go on a cruise.

She said yes and ended up as a cook on the Sutton. Now that she has had a chance to look around, she wants to be a seaman.

"I want to be outside and do what the deckies do. They work the booms and the winches. I've asked for a change and I'm studying knots, navigation and rules of the road so I can take a seaman's test," she said.

The women seamen are respected by their male counterparts.

Sgt. Charles Brooks, of Virginia Beach, Va., is the ship's assistant bos'n and a veteran of seven years in the Army.

"I've been aboard this ship two years and we've had quite a few women. They really do a good job. Take painting. It's an endless nightmare. They all bust their butts and deserve credit," he said.

Like others aboard the Sutton, Brooks had no idea the Army had a navy when he joined up, but he likes his seagoing career.

"I was a Navy dependent. My father was a chief warrant officer, and you don't join what your daddy worked for," he said.

Brooks started in Army aviation and reenlisted when he heard the Army had ships, so that he could get aboard one.

And Specialist Fourth Class Horace E. Dillard, of Portsmouth, Va., observed that he had been around the Navy most of his life when he joined the Army and became a clerk at Fort Knox.

Then he heard about the seagoing unit at Fort Eustis and how soldiers are always going off to Hawaii, Panama and the Azores.

So he became a seagoing soldier and now plans to stay in for 20 years.

"Being a seaman is alright. I like going to different ports. Now I want to stay in the Army and build a home in Virginia," he said.

The Sutton's bos'n who also sails as a junior third mate, SFC Jack Durden, Jr., of St. Augustine, Fla., has 13 years in the Army as a sailor, although that hadn't been his original intention.

"I had no intention of being a water-going soldier when I first joined up," he said. "But I liked it after I got into it."

But for warrant officer Michael Larsen, the Sutton's third mate, the Army is the only way to go—because he loves the sea.

Larsen was a first class quartermaster in the Navy, where he had served for nine years, when the Army invited him to join up as a seagoing soldier.

"This company just offered me a better deal," he smiled.

But, he added, "I dont regret having been in the Navy. I learned a lot there."

Larsen said he would never leave the sea. "This is my life," he explained.

That's why he is staying in the Army. ⚓ MG

Debbie Darr washes dishes in the Sutton pantry.

Sutton cook Lisa Jackson chats with her boss, Mess Sergeant William Byrd.

Stevedores who sail aboard Sutton are (left to right) John Jandrokovic, Mike Wankel, Victor Bell, Calvin Garrison, Patrel Crawford and Larry Stevens.

Naval Reservist Recalls War Years

By Lt.(j.g.) Ralf H. Edler

Naval reservist Stohlman is a storehouse of naval history after 40 years of naval service.

San Francisco, Calif.—Naval Reserve Chief Warrant Officer Joseph (Joe) Stohlman—a living, walking and certainly talking storehouse of naval history and tradition—has accumulated nearly 40 years of naval service.

After two years as a Sea Scout, he enlisted in the Naval Reserve in July 1938. "My first paycheck was $1.65 for one drill," said Stohlman, a San Francisco-born, third generation Californian. He is a member of Military Sealift Command Headquarters Pacific, Detachment 120 and is co-owner of Tiny's Glass Shop.

Stohlman was called to active duty on San Francisco's Yerba Buena Island in October 1940. He was one of the first Navy men to stand guard duty when the Navy took over Treasure Island and turned it into a military base.

The building and towers of Treasure Island's 1939 World Fair were still standing. The city had originally planned to turn over all of Treasure Island to Pan American as a main terminal servicing the airline's trans-Pacific seaplane route. The island's reserve center, Building 2 (formerly a Pan American hangar), is the country's largest Naval Reserve training center.

"During the first few months on Treasure Island in 1940, I stood watches with the San Francisco fire department as the naval representative," Stohlman said. The firemen apparently were the original permanent residents of Treasure Island.

"We trained on Eagle Boats, half-size destroyers made by Henry Ford for the Navy in World War I." On these boats in San Francisco Bay, Stohlman and other mobilized reservists practiced mine laying and mine sweeping.

Stohlman joined the minesweeper USS Longspur, a converted fishing trawler, in Newport, Calif. The ship's armament consisted of two .45 caliber automatics, four rifles (used to detonate mines) and two .30 caliber machine guns.

"I was in Balboa, Panama,

CWO Joe Stohlman began his naval career in 1938.

sweeping the Pacific entrance to the Panama Canal and Gatun Lake when someone woke me up in my bunk to tell me Pearl Harbor had been bombed," Stohlman said.

"Back then I was a seaman first class," he recalled, "I saw the cook sleeping during the day, so I volunteered for mess cooking thinking I'd get soft duty. What I didn't know was that the cook, who was the only cook on board, got up at 2 a.m. and worked off and on till 10 p.m. That's why he slept during the day."

Stohlman said the ship's cook pushed him to make third class. Then the cook was transferred because he'd found his relief—Stohlman. "And I couldn't even fry eggs right," said Stohlman. "The boatswains and gunners mates, since they had to eat, showed me some of the finer culinary techniques. They really taught me how to cook." During his Panama tour, Stohlman rapidly advanced to ships cook first class.

In 1943, Stohlman was assigned to Standard Landing Craft Unit 24. The units were teams of amphibious landing specialists who were assigned to any craft heading for the beaches.

Bound in mass convoy for the amphibious invasion of the Gilbert and Marshall Islands, his landing craft strayed instead to the Ellice Islands. "And to tell you the truth, that navigation error didn't hurt me one bit," said Stohlman. Communication problems, due to the savage, extended fighting further north on and around the Gilberts and Marshalls, resulted in Stohlman's unit being listed, by mistake, in the Los Angeles Times as "wiped out to the last man."

"Well, we weren't exactly dead on the Ellice Islands," said Stohlman. "Until the mess was straightened out, we socialized with 'kick-a-poo joy juice' made from a secret formula of coconuts and raisins."

Stohlman was advanced to chief and remained on the Ellice Islands for 22 months until his discharge in 1945.

"I'm not saying I was the youngest chief in the Navy. But from the age of 17 to 22, I advanced from seaman third class to chief. Of course, during the war, time in grade requirements were drastically shortened."

CWO4 Stohlman re-affiliated with the Naval Reserve in late 1949. When the Navy League's sea cadet program was established in San Jose, both Stohlman and his son joined. Stohlman senior was training officer, then commanding officer of the cadet unit. Stohlman is also a commissioner in the Boy Scouts and a 30-year veteran of that organization. ⚓

Sue Eddings (left) and Claire Metzler both joined the Army so they could go to sea. They are crewmen aboard the Army ship Sutton where reservists are trained to be stevedores by members of the 155th Transportation Co. There are four other women in the Sutton crew. The ship's master is a former Navy enlisted man, now a chief warrant officer. Sutton is 333 feet long and was built in 1944 as a cargo ship. See story on page 18.

DEPARTMENT OF THE NAVY
MILITARY SEALIFT COMMAND
WASHINGTON, D. C. 20390

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316
THIRD CLASS

U.S. MAIL

U.S. GOVERNMENT PRINTING OFFICE 1979-281-482-7